

& Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 565-1600 [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Coach, a noncarrier, seeks an exemption to acquire control of two motor carriers of passengers: (1) Browder Tours, Inc. (MC-236290), a Tennessee corporation that is authorized to operate as a common carrier of passengers in interstate commerce over irregular routes transporting passengers in charter and special services between points in the United States, other than Alaska and Hawaii;³ and (2) El Expreso, Inc. (MC-244195), a Texas-based corporation that is authorized to operate as a common carrier of passengers in interstate commerce over regular routes transporting passengers between various points within Texas, including points on the U.S./Mexico border, as well as between points in several southeastern states.⁴

Coach reported, at the time it filed this petition for exemption, that it controlled 28 motor carriers of passengers. Coach claims that its acquisition of control of the two motor carriers through the acquisition of their stock will not inhibit competition or reduce transportation options available to the public. Coach asserts that the two

carriers do not compete with any Coach-owned carrier.

Petitioner also claims that the acquisition of control of the two carriers will allow each carrier to offer improved service at lower costs. This will be made possible by the coordination of functions, centralized management, financial support, rationalization of resources, and economies of scale that are anticipated from the common control. Coach also states that all collective bargaining agreements will be honored and that employee benefits will improve. Additional information may be obtained from petitioner's representatives.

A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street and Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: November 25, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-31922 Filed 12-4-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33518]

Burlington Shortline, Inc., d/b/a Burlington Junction Railway— Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

Burlington Shortline, Inc., d/b/a Burlington Junction Railway (BSL), a Class III rail carrier, has filed a verified

notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 9,205 feet, or 1.74 miles, of rail line owned by The Burlington Northern and Santa Fe Railway Company (BNSF) between a point 247 feet south of BNSF's mainline switch east of BNSF's equipment maintenance facility at Burlington, IA, and a point 9,452 feet south of BNSF's mainline switch, in the vicinity of Burlington, Des Moines County, Iowa. BSL will interchange traffic with BNSF at Burlington.

The transaction was expected to be consummated on or after the November 24, 1997 effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33518, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on: John D. Heffner, Rea, Cross & Auchincloss, Suite 420, 1920 N Street, N.W., Washington, DC 20036.

Decided: December 1, 1997.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 97-31921 Filed 12-4-97; 8:45 am]

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³ Browder focuses on tour and charter operations in Tennessee and nearby states.

⁴ El Expreso focuses on providing service to persons traveling between Mexico and the United States, as well as to persons traveling between Texas and other states.